

# **Fresno COG SB375 Greenhouse Gas Reduction Target Presentation**



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## **Fresno COG Target Setting Process**

- Bottom-up approach
- SB 375 Task Force met monthly for 6 months
- The Task Force consisted of staff from the member agencies, and representatives from Caltrans, the Air District, transit agencies, environmental groups, BIA, private developers, and other community stakeholders.

## Methodology & Assumptions

- Manual spreadsheet method for land use growth allocation
- 4-step traffic model supplemented with 4D inline processor
- Parameters from “Moving Cooler” were used to post-process TDM & TSM measures
- Social economic data reflected the impact of the recession
- Fuel price consistent with the 4 Big MPOs

	Baseline (2007 RTP land use)	Alternative 1 (updated plans + intensifications )	Alternative 2 (corridor & activity centers planning)
Blackstone/Ventura BRT	X	X	X
Shaw Ave. BRT			X
Improvement to existing transit service		X	X
Air District Rule 9410 (employer-based trip reduction program)		X	X
Car Sharing	X	X	X
Operational Improvements (ITS & ramp metering)	X	X	X

# Inter-regional Trips

- Approach 1: 100% II+ 100% IXXI inside Fresno County
- Approach 2: 100% II + 50% IXXI between Fresno and the rest of the **San Joaquin Valley**
- Approach 3: 100% II +50% IXXI between Fresno and the rest of the **State**

## Scenario Results-Approach 1

Reporting all VMT within Fresno County boundaries minus through trips

Before post-processor						
		2005		2020		2035
Baseline				-2.04%		-0.41%
Alternative 1				-6.38%		-4.10%
Alternative 2				-6.95%		-4.12%
After post-processor						
		2005		2020		2035
Baseline				-28.20%		-35.87%
Alternative 1				-31.37%		-38.24%
Alternative 2				-31.79%		-38.26%

## Scenario Results-Approach 2

Reporting VMT from 100% of II & +50% of IXXI. Inter-regional travel is limited in San Joaquin Valley.

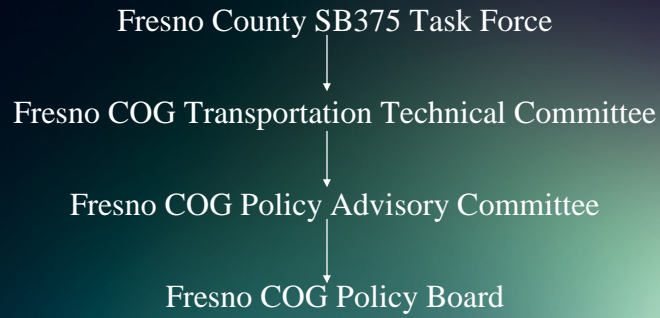
Before post-processor						
		2005		2020		2035
Baseline				-1.77%		-0.17%
Alternative 1				-6.27%		-3.85%
Alternative 2				-6.78%		-3.86%
After post-processor						
		2005		2020		2035
Baseline				-28.01%		-35.71%
Alternative 1				-31.30%		-38.08%
Alternative 2				-31.67%		-38.09%

## Scenario Results-Approach 3

Reporting VMT from 100% of II + 50% of IXXI. Inter-regional travel is between Fresno county and the rest of the State.

Before post-processor						
		2005		2020		2035
Baseline				-1.72%		2.44%
Alternative 1				-5.76%		0.77%
Alternative 2				-6.23%		-0.91%
After post-processor						
		2005		2020		2035
Baseline				-27.98%		-34.03%
Alternative 1				-30.94%		-35.06%
Alternative 2				-31.28%		-36.19%

# Target Recommendation Process



## Recommended Scenario: Alternative 1

		2020	2035
		Percent Per-Capita GHG Reduction from 2005	Percent Per-Capita GHG Reduction from 2005
<b>Approach 1</b>			
	Before post-processor	-6.38%	-4.10%
	After post-processor	-31.37%	-38.24%
<b>Approach 2</b>			
	Before post-processor	-6.27%	-3.85%
	After post-processor	-31.30%	-38.08%
<b>Approach 3</b>			
	Before post-processor	-5.76%	0.77%
	After post-processor	-30.94%	-35.06%